



CITY OF
BAINBRIDGE ISLAND

TRAFFIC OPERATIONS COMMITTEE
WEDNESDAY, MARCH 23, 2022
3:00 – 4:00 PM
ZOOM WEBINAR

PLEASE CLICK THE LINK BELOW TO JOIN THE WEBINAR:
[HTTPS://BAINBRIDGEWA.ZOOM.US/J/96467565540](https://bainbridgewa.zoom.us/j/96467565540)
TELEPHONE: 1-253-215-8782
WEBINAR ID: 964 6756 5540

AGENDA

1. FINALIZE STREETLIGHT REQUEST POLICY – 10 MIN.
2. GIVE UPDATE OF PROGRAMMATIC SPEED LIMIT STUDY – 10 MIN.
3. SPEED LIMIT SIGN REQUESTS – 10 MIN.
 - A. WESTBOUND NE LAFAYETTE AVENUE
 - B. WESTBOUND NE FLETCHER BAY ROAD
4. SCHOOL BUS STOP LIGHTING OR SIGNAGE AT KOURA AND MEADOWMEER – 5 MIN.
5. SEEK INPUT ON PROPOSED POLICY REGARDING 'STOP' LINES FOR LOCAL ACCESS
INTERIOR ROADS WHERE THEY INTERSECT WITH OTHER LOCAL ACCESS ROADS – 5 MIN.



CITY OF
BAINBRIDGE ISLAND

PUBLIC WORKS DEPARTMENT
MEMORANDUM

DATE: MARCH 23, 2022
TO: CHRIS WIERZBICKI, P.E., PUBLIC WORKS DIR.
FROM: PETER CORELIS, P.E., CITY ENGINEER
SUBJECT: STREET LIGHTING REQUEST POLICY

The Public Works Department provides the following code interpretation and sets forth a policy on street light installation pursuant to City of Bainbridge Island Municipal Code (BIMC) 12.38.070, which states:

“Street lights, at city expense, may be installed in the ROW within the urban area only, as approved by the director of public works, and in no case closer than 300 feet apart. No street lights will be allowed in the right-of-way in rural areas, unless approved by the director of public works, and at other than the city’s expense. (Ord. 94-11 § 7, 1994)”

For the purpose of the above code section “Urban Area” shall be defined by the BIMC zoning district definition, which says that properties zoned R-4.3 or denser are considered urban. “Rural areas” shall be defined as properties zoned R-3.5 or less dense and otherwise considered suburban.

- Requests for streetlight installation at City expense for the purposes of mail deterrence or vehicle theft, vandalism or break-ins will not be considered in either the urban or suburban areas of the City.
- Requests for streetlight installation related to vehicle, bicyclist, pedestrian, and other non-motorized users’ safety will be evaluated based on crash data, citations, reports filed with the police department or engineering studies.
- Any installed streetlight must be located and shielded so that there is no direct line-of-sight light trespass from the right-of-way into private property per BIMC 18.15.040.
- Streetlight installations are subject to department budgetary constraints.



CITY OF
BAINBRIDGE ISLAND

PUBLIC WORKS DEPARTMENT
MEMORANDUM

DATE: NOVEMBER 29, 2021
TO: CHRIS WIERZBICKI, P.E., PUBLIC WORKS DIR.
FROM: PETER CORELIS, P.E., CITY ENGINEER
SUBJECT: STREET LIGHTING REQUEST

Brief:

A citizen has requested the installation of a streetlight at the corner of Ferncliff Avenue NE and NE Brookcliff Lane citing mail theft, car prowls, and safety concerns for pedestrian crossings.

Analysis:

Current City of Bainbridge Island Municipal Code (BIMC) governing street light installation:

12.38.070 Street lights.

Street lights, at city expense, may be installed in the ROW within the urban area only, as approved by the director of public works, and in no case closer than 300 feet apart. No street lights will be allowed in the right-of-way in rural areas, unless approved by the director of public works, and at other than the city's expense. (Ord. 94-11 § 7, 1994)

"Urban Area" is not defined in BIMC 18.36 zoning definitions. The only reference to urban area is found in the zoning district definitions which says that properties zoned R-4.3 or denser are considered urban, and properties zoned R-3.5 or less dense are considered suburban. There are no "rural" areas within the City-limits as set forth by the State of Washington Growth Management Act (GMA) being that we are an incorporated municipality. Therefore, it has been the City's practice to consider areas described as rural within the City-limits as suburban. This interpretation has guided the engineering department in the application of urban/suburban road standards for construction and development.

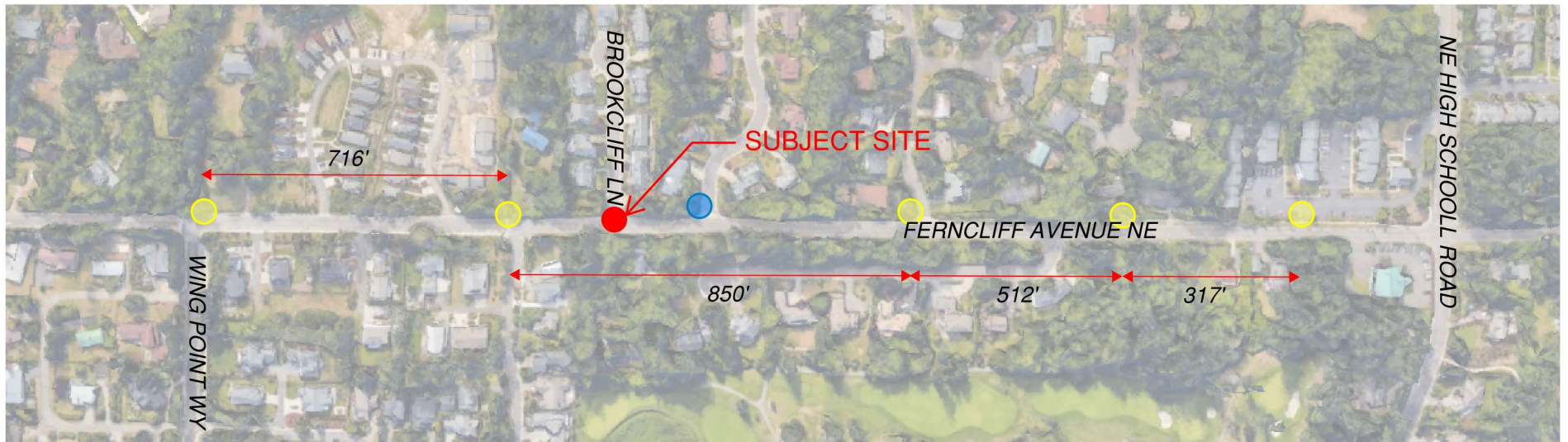
The existing corridor along Ferncliff Avenue is considered suburban area (see attached map). Per ordinance streetlights are not permissible without the public works director's approval and at no cost to the City for installation.

-

Key Things to Consider:

- There is an existing crosswalk on Brookcliff at the intersection with Ferncliff Avenue. Traffic data as far back as June of 2019 shows there are no incident reports of collisions or pedestrian injuries at this location.
- The existing streetlight spacing along Ferncliff varies between approximately 300'-850'. An installation at the Brookcliff intersection would place it closer to two adjacent streetlights than the 300' minimum spacing distance
- The installation where approved should not be at the expense of the City.
- Mail theft deterrence may be accomplished by other means (i.e. locking mailboxes).

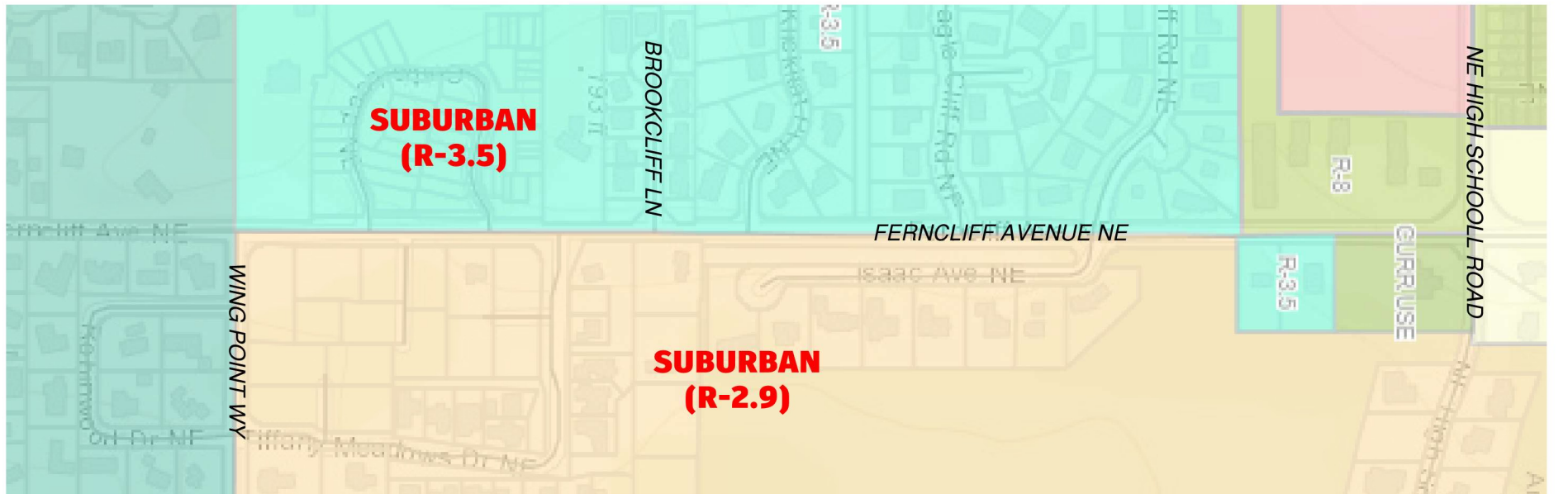
EXISTING STREET LIGHT MAP



● EXISTING STREETLIGHTS (POLE MOUNTED)

● EXISTING STREETLIGHTS (SIDE STREET ORNAMENTAL)

ZONING DISTRICT MAP



CITY OF BAINBRIDGE ISLAND



Speed Limit Evaluation: 02/17/22 Check In



- 1. Classification and Speed Review**
- 2. Draft Programmatic Criteria**
- 3. Speed Changes based on Draft Criteria**
- 4. Next Steps**

EXISTING ROADWAYS - OVERVIEW

Roadway Mileage by Speed Limit					
Road Class	20 MPH	25 MPH	30 MPH	35 MPH	<i>Total</i>
Secondary Arterial	0.3	7.5	8.9	15.0	31.7
Collector	1.0	34.2	14.7	10.5	60.4
Residential Suburban	6.2	30.7	1.8	0.3	39
Residential Urban	13.0	5.1	0.0	1.0	19.1
Total	20.8	85	34.3	41.8	181.9

DRAFT PROGRAMMATIC SPEED LIMIT CRITERIA

Secondary Arterial and Collector Speed Limits:

Activity Level	Roadway Context		
	A	B	C
1	20	25	30
2	25	30	30*
3	30	30*	35

*30 mph recommended, but may require case by case changes to 35

Activity Level: traffic volumes, safety (prevalence of collisions or speeding), potential multimodal activity

Roadway Context: adjoining land use, geometrics, topography, driveway density, intersection spacing, what roadways/land use does it join? How do we get to 'consistency'

ACTIVITY LEVEL DEFINITIONS

Activity Level: Measured via traffic volumes, potential multimodal activity, and safety (speeding/collision locations)

- **1:** High vehicular volumes, potential for high multimodal activity, or location of known safety issue (collision history or speeding)
- **2:** Moderate traffic volumes, limited multimodal activity and location with limited safety concerns
- **3:** Low ADT, little to no multimodal activity, no history of safety concerns

ROADWAY CONTEXT DEFINITIONS

Roadway Context: adjoining land uses, geometrics, driveway density, intersection spacing

- **A:** Within an urban area, located near variety of residential or commercial land uses, high volume of driveways, close intersection spacing, separated modes (i.e. sidewalks or bike lanes available)
- **B:** Outside of an urban area, near or connects to commercial uses, some driveways, or may have some minor geometric / topographic challenges
- **C:** Outside of an urban area, primarily residential use, no pedestrian path or facility, few driveways, intersections widely spaced, no geometric or topographic challenges

EXAMPLE SEGMENTS



(Winslow Way)



(High School Rd)



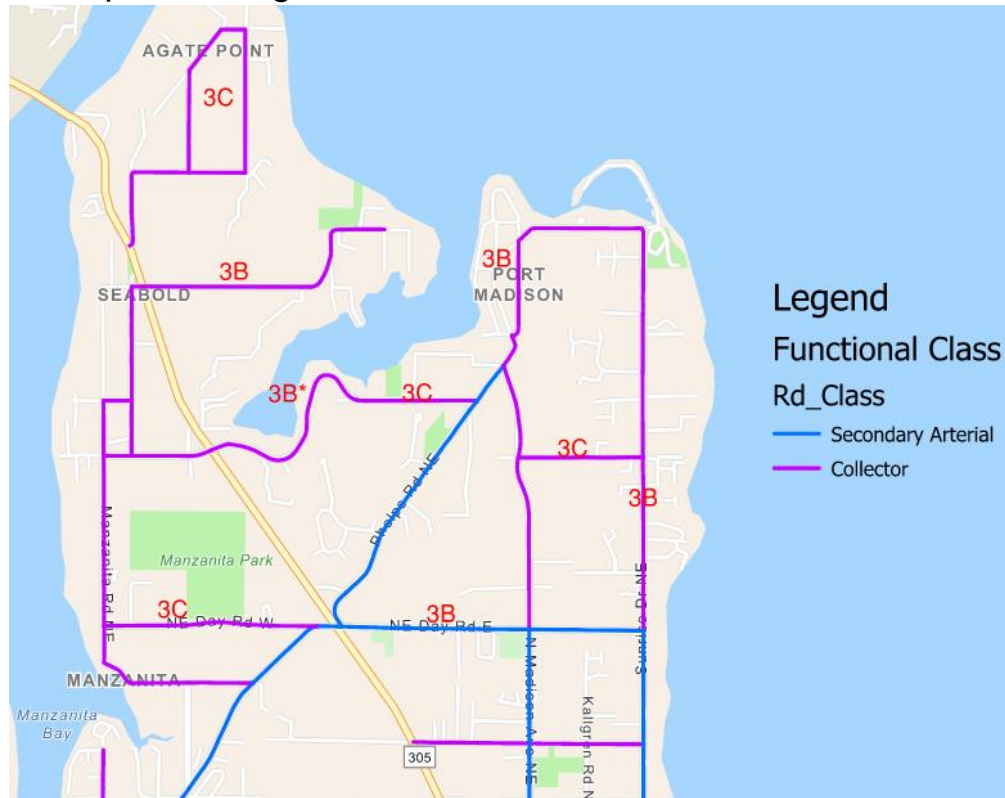
(NE Koura Rd)

Secondary Arterial and Collector Speed Limits:

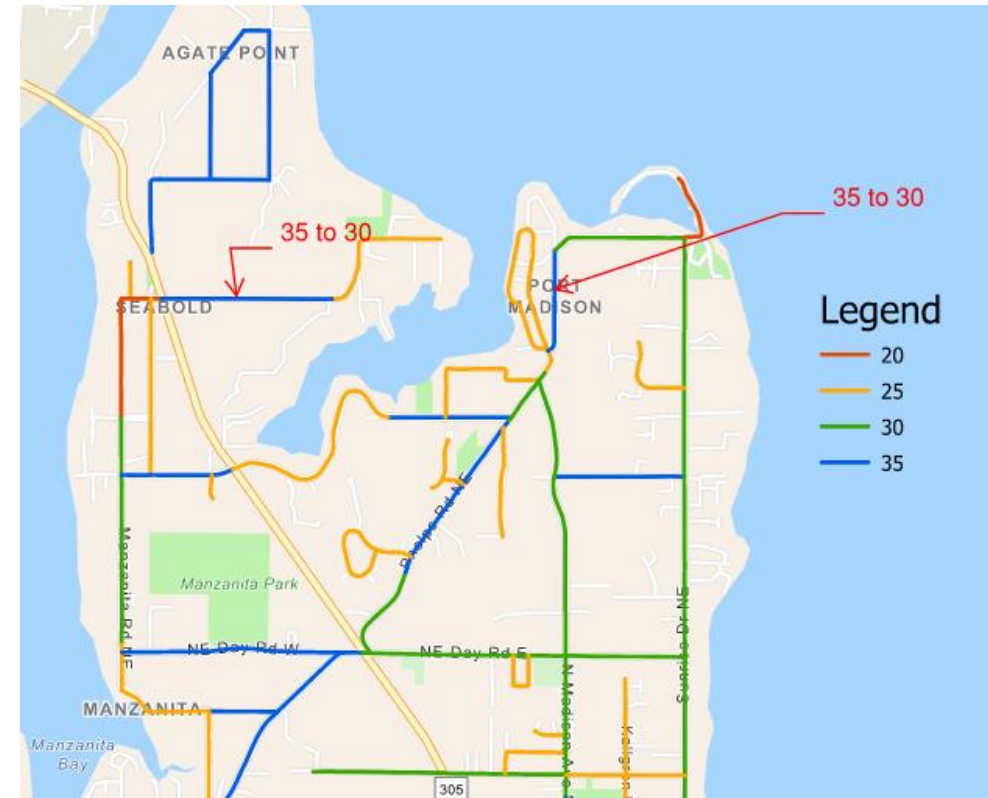
Activity Level	Roadway Context		
	A	B	C
1	Winslow 20	25	30
2	High School Rd 25	30	30*
3	30	NE Koura Rd 30*	35

SAMPLE SCORING AND SPEED CHANGES

Sample Scoring:

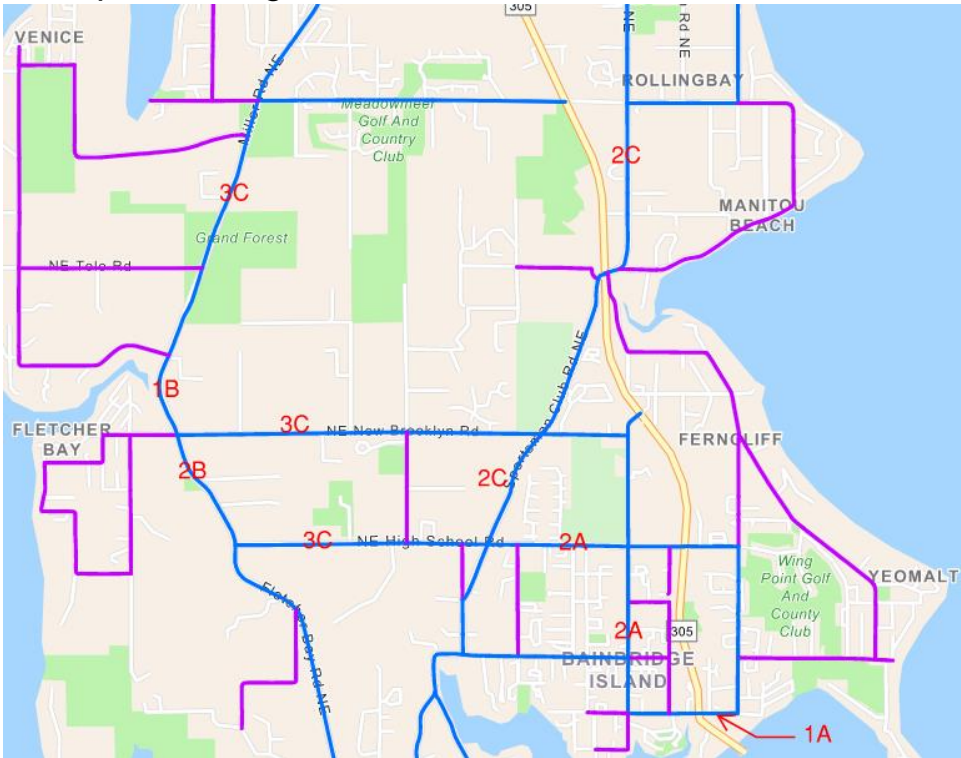


Resulting Speed Changes:

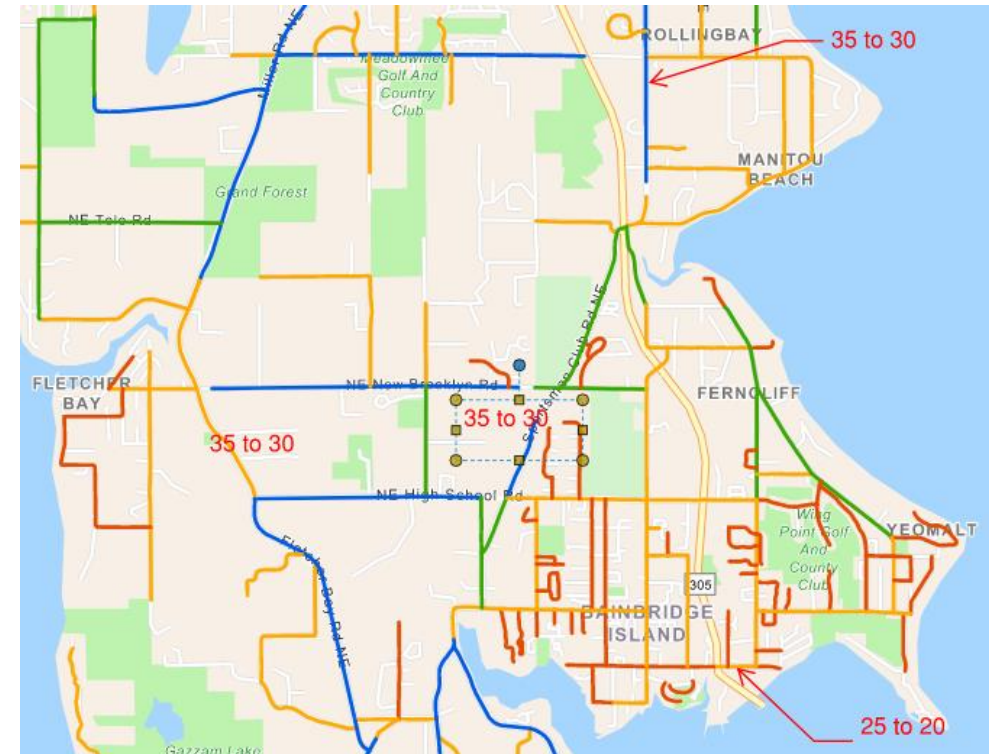


SAMPLE SCORING AND SPEED CHANGES

Sample Scoring:

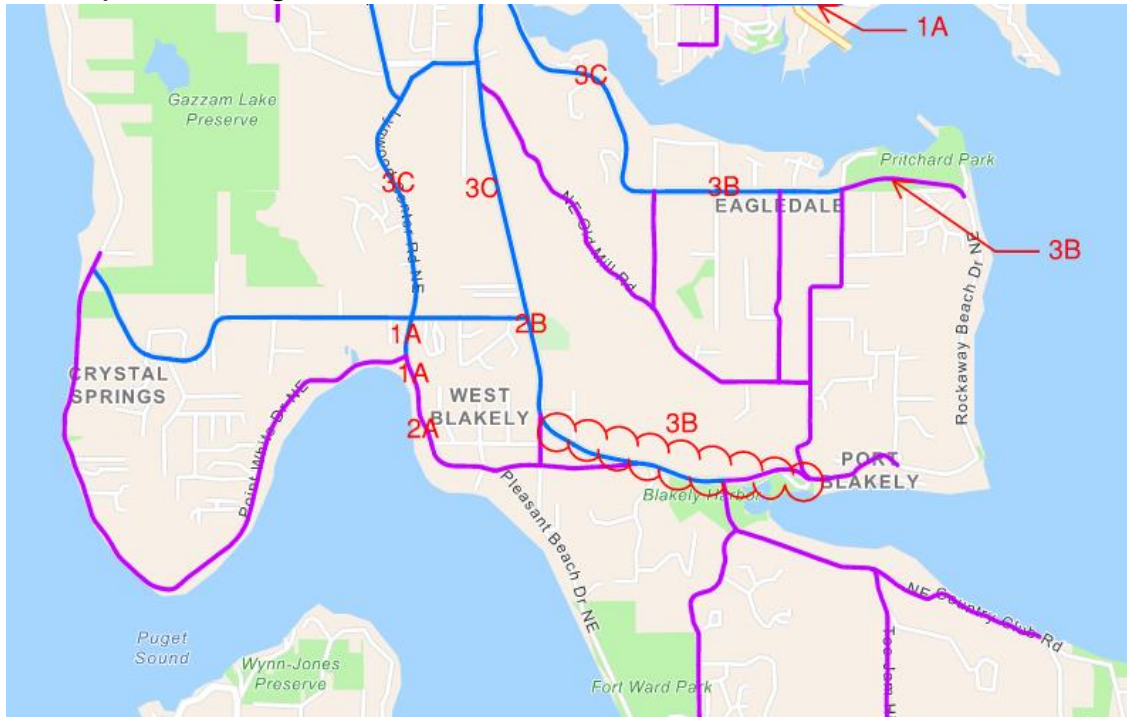


Resulting Speed Changes:

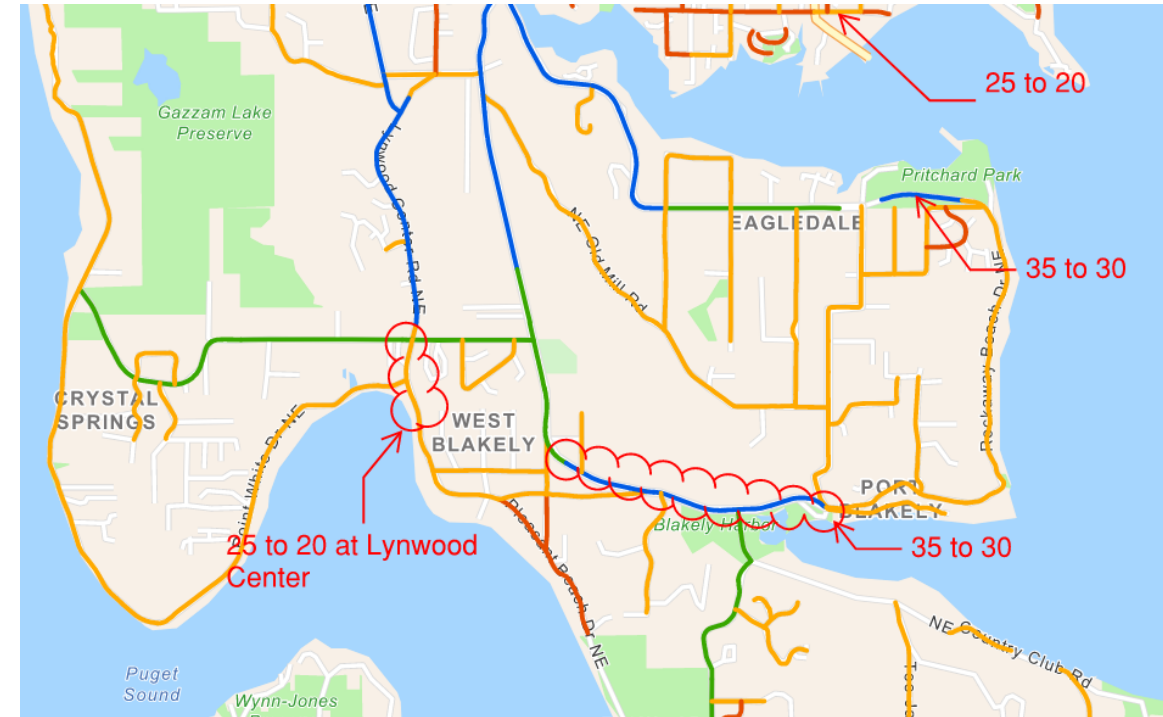


SAMPLE SCORING AND SPEED CHANGES

Sample Scoring:

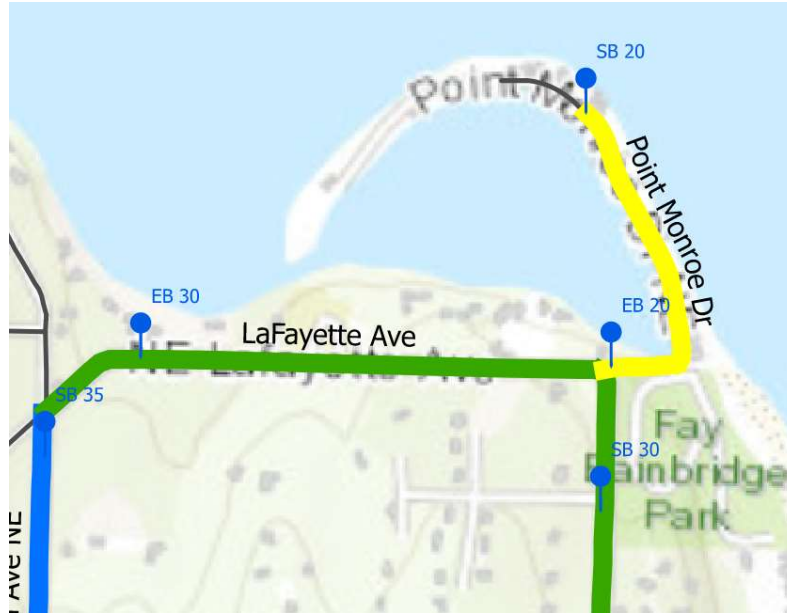


Resulting Speed Changes:



AGENDA ITEM 3A – Speed Limit Sign Request on NE Lafayette Avenue For WB Lane

Location Map and Existing Speed Limit Sign Locations

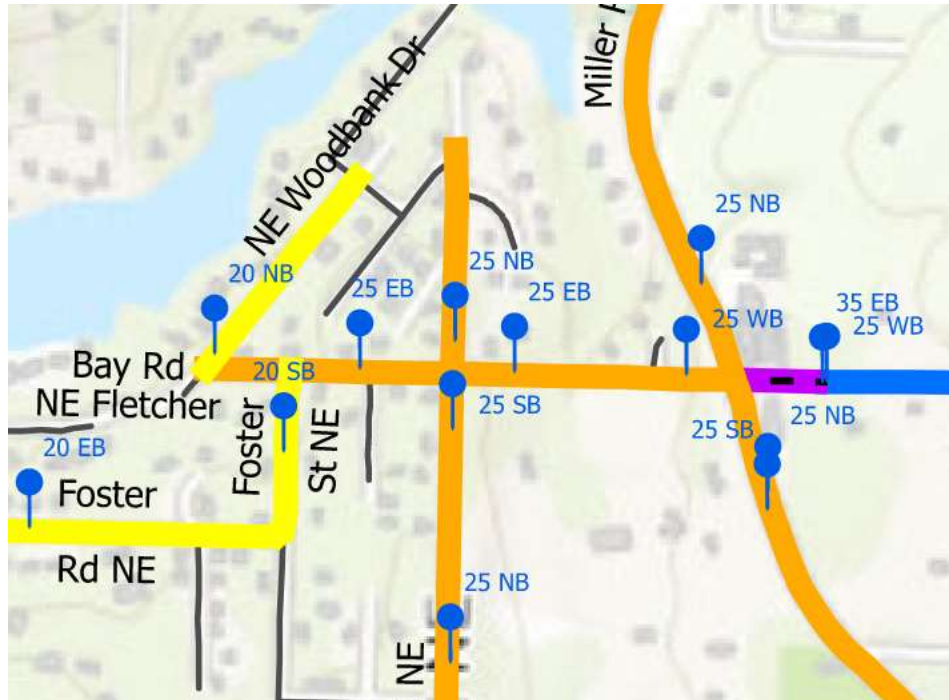


Street View on NE Lafayette Avenue looking west



AGENDA ITEM 3B – Speed Limit Sign Request on NE Fletcher Bay Road For WB Lane

Location Map and Existing Speed Limit Sign Locations

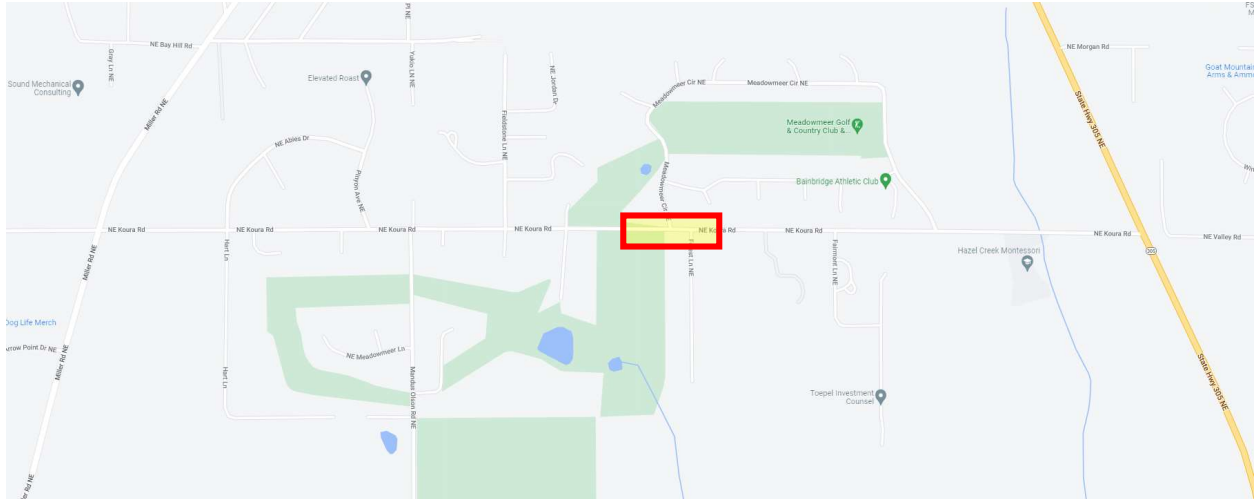


Street View on NE Fletcher Bay Road looking west



AGENDA ITEM 4 – ‘BUS STOP AHEAD’ Sign Request For Koura at Meadowmeer on WB Lane

Location Map of School Bus Stop



Street View on NE Road at Meadowmeer looking west



S3-1

Section 7B.13 School Bus Stop Ahead Sign (S3-1)

Guidance:

- 01 The School Bus Stop Ahead (S3-1) sign (see Figure 7B-1) should be installed in advance of locations where a school bus, when stopped to pick up or discharge passengers, is not visible to road users for an adequate distance and where there is no opportunity to relocate the school bus stop to provide adequate sight distance.

AGENDA ITEM 5 – Proposed Policy on ‘STOP’ Lines for Road Interior Roads

Street View of Typical Local Access Road Intersection Omitting STOP Line at STOP Sign



Guidance:

- ¹² Stop lines that are used to supplement a STOP sign should be located as described in Section 3B.16. Yield lines that are used to supplement a YIELD sign should be located as described in Section 3B.16.

Section 3B.16 Stop and Yield Lines

Guidance:

- ⁰¹ Stop lines should be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal.

Option:

- ⁰² Stop lines may be used to indicate the point behind which vehicles are required to stop in compliance with a STOP (R1-1) sign, a Stop Here For Pedestrians (R1-5b or R1-5c) sign, or some other traffic control device that requires vehicles to stop, except YIELD signs that are not associated with passive grade crossings.
- ⁰³ Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign.

Standard:

- ⁰⁴ Except as provided in Section 8B.28, stop lines shall not be used at locations where drivers are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign or at locations on uncontrolled approaches where drivers are required by State law to yield to pedestrians.
- ⁰⁵ Yield lines shall not be used at locations where drivers are required to stop in compliance with a STOP (R1-1) sign, a Stop Here For Pedestrians (R1-5b or R1-5c) sign, a traffic control signal, or some other traffic control device.
- ⁰⁶ Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.